
Part VI

Scenic Highway Element

San Diego County General Plan

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SUMMARY

This plan element has been prepared by the Scenic Highway Element Subcommittee of the Citizens' Committee on the General Plan. Its purpose is to establish a Scenic Highway Program to protect and enhance the County's scenic, historic and recreational resources within a network of scenic highway corridors.

In preparing this element, the subcommittee first reviewed the State Scenic Highway Program existing laws, incentives, guidelines and programs; San Diego County's scenic resources; and the County's participation in the Scenic Highway Program. In its review, the subcommittee found:

- The State Scenic Highway Program has existed since 1963;
- Standards have been established for designating Official Scenic Highways;
- Participation in the Scenic Highway Program has been lacking throughout the State;
- Policies, regulations and programs exist which can be used to achieve a scenic highway system;
- San Diego County's abundant scenic resources need to be protected;
- There are only two Official Scenic Highways in the County;
- The County's scenic resources are gradually diminishing; and
- The Scenic Highway Element is interrelated with other plan elements.

Based on these findings, an overall goal and a set of objectives for the Scenic Highway Element were established. The goal is to create a network of County Scenic highway corridors within which scenic, historical and recreational resources are protected and enhanced. The objectives, policies and programs toward achieving this goal are:

OBJECTIVES

- o Establish a comprehensive County Scenic Highway Program;
- o Protect and enhance scenic resources within both rural and urban scenic highway corridors;
- o Encourage and promote increased coordination and implementation of the program among all levels of government; and
- o Encourage increased public awareness and involvement in the Program.

POLICIES

- o Support an ongoing County Scenic Highway Program toward the achievement of a comprehensive Scenic Highway System;

- o Establish and apply design standards to regulate visual quality of development within scenic highway corridors; and
- o Encourage increased State and Federal incentives to local government for their coordination and participation in the Scenic Highway Program.

ACTION PROGRAMS

- o Establish the Scenic Highway Program consisting of:
 - The Scenic Highway System;
 - The goal, objectives, policies and programs of the Scenic Highway Element; and
 - The standards and criteria for establishing Scenic Highways.
- o Initiate the implementation of the County Scenic Highway Program.
- o Create a County Scenic Highway Advisory Committee to:
 - Review and recommend amendments to existing ordinances, development standards, road classifications and State Scenic Highway Law;
 - Initiate corridor studies and recommend additional policies, programs and specific plans for managing scenic resources;
 - Review and revise Scenic Highway Program; and
 - Prepare an informational booklet on scenic and historic routes.
- o Provide staff assistance to Scenic Highway Advisory Committee.
- o Emphasize protection of scenic highway resources in all County actions affecting land use.
- o Initiate a study of a land use development standards for Scenic Highway Advisory Committee review.
- o Study feasibility of immediate application of the SP (Scenic Preservation) Overlay Zone for all routes in the Scenic Highway System.
- o Support modifications of State Scenic Highway Law to include modes of transportation other than automobile and to provide financial incentives for establishing scenic highways.

CHAPTER 1

INTRODUCTION

The first major step toward the promotion of scenic highways in California began when the citizens of Monterey County learned of plans to convert Route 1 between Carmel and Morro Bay to a freeway. In 1960, as a result of this interest, the State Legislature authorized prototype scenic highway studies. The conclusions and recommendations from these studies served as the basis for legislation, commonly referred to as the Scenic Highway Law. This law established the State Scenic Highway Program in 1963 "as a vital part of the all encompassing effort which the State must take to protect and enhance California's beauty, amenity and quality of life." The program included a master plan illustrating all those State routes which are eligible for being designated as scenic highways. This master plan is generally known as the California Scenic Highway System.

In response to an increasing concern for the preservation of scenic, historical and recreational resources, an amendment was made to the California Government Code in 1971. This amendment to the government Code requires the adoption of a Scenic Highway Element by local cities and counties as part of their General Plan as follows:

The plan shall include a "scenic highway element for the development, establishment and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code." See Appendix D.

In January, 1974, the San Diego County Board of Supervisors appointed a Subcommittee of the Citizen's Committee on the General Plan to prepare a Scenic Highway Element. This plan element was to provide a program to protect and enhance scenic highway resources of San Diego County.

The adoption of a Scenic Highway Element is the initial step in providing a highway system offering unique scenic experiences. The Element provides the policy framework to guide the implementation of the County's Scenic Highway Program, and establishes the basic actions needed to move the Program forward. Conscientious implementation of this program including the judicious application of scenic highway standards should lead to the protection of existing scenic resources and the enhancement of those areas in which scenic resources have been lost due to the lack of controls.

CHAPTER 2

FINDINGS

The initial process in establishing any new comprehensive program is to review the existing information, policies and programs. The following findings are a result of that review.

Finding 1 The State Scenic Highway Program has existed since 1963. In 1963, Senate Bills 1467 and 1468, commonly referred to as the State Scenic Highways Law, established a statewide Scenic Highway System in California. This law created a program consisting of a master plan of state scenic highways and a citizen's advisory committee which in conjunction with the State Department of Transportation was responsible for the implementation of the program. The law also encouraged cities and counties to establish local scenic highways.

Finding 2 In 1971, Section 65302 of the California Government Code was amended to require the adoption of a scenic highway element as part of all city and county general plans. This amendment

was in response to an increasing concern for the preservation of scenic, historical and recreational resources throughout the state. In an effort to meet the objectives of this mandatory General Plan Element, the California Council of Intergovernmental Relations published guidelines to assist all local jurisdictions in the preparation of such an element. See Appendix E.

Finding 3 Standards has been established for designating Official Scenic Highways. Published guidelines outline the following procedures for designating a route as an Official Scenic Highway.^{1, 2}

- a. The County must adopt a Scenic Highway Element as part of its General Plan.
- b. Using the adopted Scenic Highway Element, specific corridor studies must be initiated to determine: corridor boundaries, scenic resources within the suggested corridor; relationship of the roadway to its environment; proposed realignments or improvements of the route; and potential locations of roadside rests, vista points and areas for public or commercial information sites.
- c. Based upon the corridor study, the County must adopt a program to protect and enhance the scenic resources identified in the study. As a minimum, the program must include:
 - Regulation of land use, which may include density and/or the intensity of development;
 - Detailed land and site planning;
 - Control of outdoor advertising;
 - Careful attention to and control of earthmoving and landscaping;
 - The design and appearance of structures and equipment.
- d. The County must submit a request to the California Department of Transportation for designation of the route as an Official Scenic Highway. The proposed program to protect the scenic corridor will be reviewed and commented upon by the Scenic Highway Advisory Committee. Assuming the program is approved by the Committee, the California Department of Transportation will designate the route as an Official Scenic Highway.

Finding 4 Participation in the Scenic Highway Program has been lacking throughout the State.

While the Scenic Highway Law has been in existence since 1963, only two routes in the unincorporated area of San Diego County, totaling 20 miles, have been designated Official Scenic Highways. Of the 6,787 miles of State highways listed on the State Master Plan of Scenic Highways, only 760 miles have been designated Official Scenic Highways throughout the State.³

Lack of participation by local governments is primarily a result of insufficient incentives in the Scenic Highway Law. Present incentives include:

- a. Preparation by the State of corridor surveys and facilities for routes on the State Master Plan of Scenic Highways;
- b. Identification of Official Scenic Highways on all State Department of Transportation maps or publications issued; and

- c. Placement by the State of "poppy" or other local scenic route identification signs along Official Scenic Highways.

The State Advisory Committee, recognizing these shortcoming, has stated, "The lack of incentives for local cooperation has been a major defect of the program and must be corrected."⁴ The Committee has recommended that more positive incentives and funding sources for amenities on officially designated routes be established.⁵

Finding 5 Policies, regulations and programs exist at all levels of government which can be coordinated in implementing a comprehensive scenic highway program. The following are a few of these listed by agency.⁶

a. County

- Scenic Preservation (SP) Overlay Zone
- Recreational Parkways standards
- Undergrounding utility program
- Grading ordinance
- Beach acquisition and management
- Park acquisition, development, and management
- Agricultural preserves
- Floodplain overlay zoning
- Sign and billboard regulations
- Building regulations
- Highway construction and maintenance
- Historic preservation
- Land acquisition and disposal
- Land division regulation
- Traffic operation and management
- Roadway beautification
- Open space and scenic easements

b. State

- Park and beach acquisition

- Scenic highways
- Underground public utilities
- Billboard removal
- Regional coastal review
- State forest management

c. Federal

- National forest management
- Public land management
- Federal Community Development
- Highway beautification laws

Finding 6 San Diego County has an abundance of scenic and historical resources to be protected and enhanced. The approximate 4,000 square miles of land in San Diego County encompass three different regions: the deserts of the east; the central mountains, part of the California Coastal Range; and the valleys, mesas and plateau bounding the Pacific Ocean on the western edge of the County. Each of these regions has distinctive topography, climate, vegetation, wildlife, land use and life style. Scenic resources throughout the County are varied and plentiful. Among the major scenic resources are the deserts; snow capped peaks; rugged mountains; coastal foothills, valleys and canyons; pine forests; citrus and avocado orchards; Pacific Ocean and adjacent beaches, bays and cliffs; early California missions; interesting architecture; and a multitude of breathtaking vistas.

San Diego County's rich and colorful historical heritage dates from the golden era of Spain. Numerous historical sites have been identified by State and local groups throughout the County. The State has officially designated 62 historical landmarks in San Diego County.

Finding 7 San Diego County has two Official Scenic Highways. San Diego County's rudimentary Scenic Highway Program has led to the designation of two routes in the unincorporated area as Official Scenic Highways. State Route 125 between State Route 94 and U.S. Interstate 8 is an urban highway through rolling topography characterized medium density hillside residences. State Route 78 within the Anza-Borrego Desert Park is a rural highway.

An 18.2 distance of State Route 78 near the Imperial County line was designated an Official Scenic Highway December 14, 1971. The protection plan and program for this scenic highway called for the creation of a Scenic Preservation Zone in addition to normal consideration given to development of a State park.

State Route 125, from State Route 94 to Interstate 8, a distance of two miles, was designated an Official Scenic Highway March 1, 1971. The plan and program for the protection of scenic resources along this scenic highway led directly to the establishment of the SP (Scenic Preservation) Overlay Zone in October 1973.

The adoption of the SP Scenic Preservation Overlay Zone was recognition of the important social, recreational and economic values to be obtained from the preservation and enhancement of the scenic qualities of various areas of the County. The SP Overlay Zone regulates area, height and design of signs; requires that site plans be approved by the Director of Planning and Land Use, and regulates grading within the scenic corridor. This zone may be the single most important tool for short-term implementation of the County's Scenic Highway Program until official designation by the State.

Finding 8 San Diego County's scenic resources are gradually being diminished. As one of the fastest growing areas in California, the need to guide development within and adjacent to scenic corridors in San Diego County is imperative. Many areas, particularly in the western region, are beginning to lose the very quality which attracted this growth.

The major concern is the view from the road, which of course is the essence of the Scenic Highway Program. This view is continually changing through vegetation removal, grading operations, changing road network, extension of overhead utilities, installation of advertising signs and subdivision development. Unless actions to expand the Scenic Highway Program are taken shortly, due to prohibitive costs, the opportunity to preserve the scenic quality of these acres will be lost.

Finding 9 There is a strong inter-relationship between the Scenic Highway Element and other elements of the General Plan. This element is perhaps most strongly related to the Open Space Element, as the proposed program of scenic highway corridors will help initiate many of the policies and programs of the Open Space Element. Many of the goals and objectives of both the Open Space and Land Use Elements can be achieved through the policies and programs for preserving and enhancing the scenic highway corridors.

The relationship with the Circulation Element is fundamental as it forms the skeletal framework for the proposed network of scenic highway corridors. In addition, the Trails Element is directly related to this element as many of the proposed trails are anticipated to be located within the scenic highway corridors. The Bikeways Section of the Circulation Element also designates bikeways within many of the scenic highway corridors.

GOAL AND OBJECTIVES

GOAL

It is the goal of the Scenic Highway Element to create a network of County scenic highway corridors within which scenic, historical and recreational resources are protected and enhanced.

OBJECTIVES

In order to accomplish the above goal, the following are the objectives of the Scenic Highway Element of the San Diego County General Plan:

Objective 1 Establish and support a comprehensive County Scenic Highway Program.

Objective 2 Protect and enhance scenic resources within designated scenic highway corridors.

Objective 3 Designate and maintain rural scenic highways to provide access to scenic and recreational resources.

Objective 4 Designate and maintain urban scenic highways to provide access to visually aesthetic cityscapes, sites of cultural or historical significance and open spaces with urban areas.

Objective 5 Encourage and promote increased coordination and implementation of the program among all levels of government.

Objective 6 Encourage the consideration of compatible forms of transportation in all scenic highway corridor planning.

Objective 7 Encourage increased public awareness and involvement in all phases of the scenic highway program.

POLICIES AND ACTION PROGRAMS

To fulfill the objectives of the Scenic Highway Element, these Policies and Action Programs are deemed necessary to establish, protect and enhance scenic highways in San Diego County.

POLICY 1 The County will support an ongoing County Scenic Highway Program toward the creation of a comprehensive Scenic Highway System.

Action Program 1.1 Establish the San Diego County Scenic Highway Program which will consist of:

- a. The Scenic Highway System which will be the master plan of the County and State Highways scheduled for official scenic highway designation. This system consists of a map and priority list. The map indicates those routes for which scenic highway corridors, official designation and protection measures are to be established. The priority list and map (See Appendix B) describe each route within the system and designate the route's priority for which scenic highway corridor planning and implementation are to be initiated.
- b. The goal, objectives, policies and action programs of the Scenic Highway Element of the County General Plan.
- c. The standards and criteria for establishing and protecting scenic highways within the Scenic Highway Element. (See Appendix A)

Action Program 1.2 Direct the Planning Department to initiate the implementation of the County Scenic Highway Program.

Action Program 1.3 Establish a Scenic Highway Advisory Committee within the existing agency advisory board structure to be responsible for:

- a. Reviewing and recommending appropriate amendments to:
 - Existing zoning, subdivision, building and grading ordinances;
 - Existing design standards for road improvements, utility facilities and informational signs;
 - Existing road classifications to be consistent with the Scenic Highway Program; and
 - Existing Scenic Highway Law to augment incentives for local participation.
- b. Initiating a minimum of two corridor studies per year, emphasizing those portions of routes within public ownership or control.
- c. Recommending additional policies, programs and specific plans for managing the visual resources within designated scenic highway corridors.
- d. Reviewing and revising the Scenic Highway System Priority List.
- e. Initiating the publication of an information report on scenic and historic routes in San Diego County.

Action Program 1.4 Authorize the necessary staff and funding to provide ongoing assistance to the Scenic Highway Advisory Committee in the execution of its responsibilities. In addition to direct County staff assistance, technical assistance will be invited from the industries affected by any development regulation revisions.

Action Program 1.5 Direct that all County actions affecting land use emphasize the protection and enhancement of scenic resources within scenic highway corridors.

POLICY 2 The County will establish and apply design standards to regulate the visual quality of development within designated scenic highway corridors.

Action Program 2.1 Direct the Environmental Review Board to evaluate potential impacts on scenic highway corridors as a part of environmental impact review.

Action Program 2.2 Direct the Planning Department to initiate a study of land use development standards and prepare recommendations to the Scenic Highway Advisory Committee as to any amendments deemed necessary to protect or enhance the visual quality of existing and new development within scenic highway corridors.

Action Program 2.3 Direct the Planning Department to study the feasibility of immediate application of the SP (Scenic Preservation) Overlay Zone on all routes proposed as scenic highways. If found to be feasible, direct the Planning Commission to initiate hearings on the routes.

POLICY 3 The County will encourage and support increased State and Federal incentives to local government for their cooperation and participation in the Scenic Highway Program.

Action Program 3.1 Advocate and support modifications of the State Scenic Highway Law to include modes of transportation other than the automobile.

Action Program 3.2 Advocate and support modification of the State Scenic Highway Law to provide financial incentives for establishing scenic highways.

The following map represents San Diego County's Scenic Highway System. The routes illustrated were selected by the Subcommittee using the criteria discussed in Appendix A.

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SAN DIEGO COUNTY SCENIC HIGHWAY CRITERIA

The following criteria will be used when reviewing and recommending changes to the San Diego Scenic Highway System. These criteria will serve as a basis for the selection of Scenic Highway System routes, adoption of a Scenic Highway Priority List, boundary delineation and the recommended plan and program to protect identified scenic, recreational and historical resources.

1. All routes to be part of the scenic highway network and shown on the Scenic Highway System Map must meet two or more of the following criteria:
 - a. Appear on the State Master Plan of Scenic Highways;
 - b. Provide access to major recreation areas and areas containing recognized scenic and historical sites;
 - c. Connect major recreational, scenic and historical areas;
 - d. Are designated as Recreational Parkways on the Circulation Element of the General Plan;
 - e. Are extensions of routes shown on scenic highway elements of city plans, considered to be of county-wide interest;
 - f. Are entry routes to the County.
2. Criteria for establishing the Scenic Highway System Priority List, which serve as a basis for initiating specific corridor studies, are:
 - a. Routes traversing and providing access to major recreation, scenic or historic resources;
 - b. Routes traversing lands under the jurisdiction of public agencies;
 - c. Routes supported by significant local community interest;
 - d. Routes offering unique opportunities for the protection and enhancement of scenic recreational and historical resources.

Projects meeting three or more of the above criteria should be classified as first priority projects and corridor studies should be initiated as soon as possible. Routes meeting only two of the above criteria should be classified as first priority projects and corridor studies should be initiated as soon as possible. Routes meeting only two of the above criteria should be classified as second priority and should have corridor studies initiated as time permits. All other projects will be third priority. See Appendix B for complete proposed priority list of all Scenic Highway System routes.

3. Precise criteria for corridor boundaries cannot be established due to the variety of locations, adjacent developments, topography, vegetation and resources available with the County. In general, items considered in establishing the corridor boundaries are:
 - a. Topography

- b. Vegetation
 - c. Structure
 - d. Distance visibility
 - e. Natural and man-made features
 - f. Landscape character
 - g. Legal boundaries
4. Scenic Highway corridor protection measures to be considered in preparing a specific plan and program of proposed implementation measures to protect and enhance the scenic resources identified in the corridor study include:
- a. Land use controls, including building heights and setbacks and screening of offensive uses;
 - b. Subdivision regulations relating to limiting of cut and fill slopes, free preservation, limited access onto scenic highways, utility undergrounding and roadway design;
 - c. Maintenance regulation in the housing section in the building coding, fire prevention, litter control programs, weed and insect control, native vegetation replanting and water pollution control;
 - d. Controls limiting size, location height and design of signs and outdoor advertising;
 - e. Location standards for overhead utility line when underground placement is not possible;
 - f. Grading standards to include vegetative cover and screening, erosion control and limited movement of natural terrain;
 - g. Development design resulting in an attractive appearance and harmonious relationship to the scenic setting;
 - h. Roadway design including realignment, grade, vista points, map and information stops, replanting and controlled grading.

SCENIC HIGHWAY SYSTEM PRIORITY LIST**EXISTING OFFICIAL SCENIC HIGHWAYS**

- o State Route 78, from the western to the eastern boundary of Anza-Borrego Desert State Park. 18.2 miles.
- o State Route 125, from State Route 94 north of Interstate 8. 2.0 miles.

FIRST PRIORITY SCENIC ROUTES

- o Highway 101, from Del Mar city limits north to Carlsbad city limits.
- o Manchester Avenue, from Highway 101 north to El Camino Real.
- o El Camino Real (S11), from Manchester Avenue north to State Route 76 excluding portion within cities of Carlsbad and Oceanside.
- o State Route 76, from El Camino Real east to Interstate 15 excluding portion within City of Oceanside.
- o State Route 79 from Interstate 8 north to intersection of Sunrise Highway including portion through Cuyamaca State Park.
- o Bonita Road, San Miguel, Guajolote and Sweetwater River Roads, (S02126) from I-805 to State Route 94, excluding portion within City of Chula Vista.

SECOND PRIORITY SCENIC ROUTES

- o North Santa Fe Avenue and Osborne Street from Oceanside city limits, east to Vista Way.
- o Gird Road, Reche, Live Oak Park and Mission Roads from State Route 76 to Interstate 15.
- o Tecate Road from Mexican Border, north to State Route 94.
- o State Route 76 from East Grade Road, east to State Route 79.
- o Telegraph Canyon/Otay Lakes Roads from Chula Vista city limits, east to Proctor Valley Road.
- o Via de la Valle, El Escondido, Del Dios (S6) Highway from Highway 101, north to Via Rancho Parkway.
- o Interstate 8 from El Cajon city limits to State Route 79.
- o Lake Wohlford Road from Valley Center Road, east to Guejito Road.

- o State Route 78 from Via Rancho Parkway to State Route 79, excluding portion within City of San Diego.
- o Soledad and San Vicente Freeways from San Diego city limits to State Route 67.
- o Willow Road and El Monte Road from State Route 67 to the southern end of El Capitan Reservoir.
- o Proctor Valley Road from Otay Lakes Road to State Route 94.
- o State Route 79 and Sunrise Highway from Wynola South to Recreational Parkway.
- o Potrero Valley Road from State Route 94 to Potrero County Park.
- o Lake Morena Drive from Buckman Springs Road, north to Morena Lake.
- o Oak Drive from Lake Morena Drive, north to Buckman Springs Road.

THIRD PRIORITY SCENIC ROUTES

- o Interstate 15 from State Route 76, north to Riverside County line.
- o Mission Road and Green Valley Road from State Route 76, north and east to Gird Road.
- o Otay Lakes Road from Proctor Valley Road, east to State Route 94.
- o Honey Springs Road, from State Route 94 to Lyons Valley Road.
- o La Costa Boulevard from Interstate 5 to El Camino Real.
- o Vista Way, Oransby Street, Gopher Canyon Road, Old Castle Road, Lilac Road and Valley Center Road, from Vista city limits to State Route 76.
- o Lake Wohlford Road from Guejito Road, north to Valley Center Road.
- o Twin Oaks Valley Road from Gopher Canyon Road to San Marcos city limits.
- o Proposed extension of Twin Oaks Valley Road from San Marcos city limits to Camino Del Norte.
- o Proposed extension of Camino Del Norte from El Camino Real to Del Dios Highway.
- o Via Rancho Parkway from Del Dios Highway to State Route 78 excluding the cities of Escondido and San Diego.
- o Bear Valley Road and State Route 78 from Valley Center Road to Via Rancho Parkway.
- o State Route 125 from the International Border north to Telegraph Canyon Road.
- o Interstate 5, from Carlsbad city limits to San Diego city limits.
- o Espola Road from San Diego city limits to Sorrento Freeway.

- o Sorrento Freeway from Espola Road to State Route 67.
- o State Route 67 from Soledad Freeway to Anza Expressway, from State Route 67 to State Route 78.
- o State Route 78, from Wynola to western boundary of Anza-Borrego Desert State Park.
- o State Route 78, from eastern boundary of Anza-Borrego Desert State Park to Imperial County line.
- o Black Mountain Road, between north San Diego city limits (west of Rancho Bernardo).
- o Old Overland Stage Route (S2) from Imperial County line north to State Route 78.
- o Recreation Park Road, from Interstate 8 north to State Route 79.
- o San Felipe Road, Montezuma Valley Road, Hoberg Road and Truckhaven Trail (S22) from State Route 79 east to Imperial County line.
- o Interstate 5, from Oceanside city limits north to Orange County line.
- o San Vicente Road, Conejos Valley road, Goudie Road, Boulder Creek Road and Viejas Boulevard from Anza Expressway to State Route 79.
- o Old State Route 79 loop to Warner Springs, from State Route 79 to State Route 79.
- o Interstate 8, from State Route 79 east to Imperial County line.
- o Pomerado Road and Beeler Canyon Road (SA 780), from San Diego city limits to proposed State route 125.
- o State Route 94, from State Route 125 to Interstate 8.
- o Lyons Valley Road (SA 390, SA 410) Pine Creek Trail, Morena Stokes Valley Road, and Buckman Springs Road, from State Route 94 to Oak Drive.
- o Buckman Springs Road, from Lake Morena Drive to State Route 94.
- o Japatul Road, from Lyons Valley Road (SA 390/410) to Interstate 8.
- o Highland Valley Road, between city limits east of Lake Hodges.
- o El Monte Park Road, from southern end of El Capitan Reservoir to Interstate 8.
- o Harvest Road and Otay Freeway, from International Border to Proctor Valley Road.
- o Canfield Road, Divide Drive and Oak Grove Road, from State Route 76 to State Route 79.

GLOSSARY

CALTRANS - California Department of Transportation.

OFFICIALLY DESIGNATED STATE SCENIC HIGHWAY - A state or county route whose Scenic Corridor Protection Program has been reviewed and approved by the **State Scenic Highway Advisory** Committee and CALTRANS.

SCENIC CORRIDOR - The visible land outside of the highway right-of-way or "the view from the road" which can be subjected to the scenic corridor protection measures.

SCENIC RESOURCES - The objective and subjective visual elements of a unique and irreplaceable landscape, including rewarding views of vegetation, topography, geological formations and historical sites.

STATE MASTER PLAN OF SCENIC HIGHWAYS - Routes listed in the Streets and Highway Code and shown on the Official California Scenic Highway System map.

STATE SCENIC HIGHWAY PROGRAM - The program leading to the designation of routes as Official Scenic Highways.

STATE SCENIC HIGHWAY ADVISORY COMMITTEE - A citizens' committee established by the Scenic Highways Law responsible for recommending program criteria, reviewing application for, and recommending approval of, official scenic highway designation.

COUNTY SCENIC HIGHWAY ADVISORY COMMITTEE - A Board appointed citizens' committee responsible for the implementation of the County Scenic Highway System.

CORRIDOR STUDY - A study conducted by either the County or CALTRANS to identify: scenic, historical or recreational resources, scenic corridor boundaries, sites for rest stops, vista points, or map stops, existing and proposed land use, and potential problem in protecting these resources.

SPECIFIC PLAN - A plan recommending the adoption of specific corridor protection measures. These measures, based upon the findings of the corridor study, may include: setback distances, height limitations, size restrictions, grading requirements, establishment of corridor boundaries, highway design and utility undergrounding.

STATE OF CALIFORNIA STREET AND HIGHWAY CODE**Article 2.5 State Scenic Highways****LEGISLATIVE INTENT**

260. It is the intent of the Legislature in designating certain portions of the state highways system as state scenic highways to establish the States responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the state highway system which, together with the adjacent scenic corridors, require special scenic conservation treatment. It is further declared to be the intent of the Legislature in designating such scenic highways to assign responsibility for the development of such scenic highways and for the establishment and application of specific planning and design standards and procedures appropriate thereto and to indicate, in broad statement terms, the locations and extent of routes and areas requiring continuing and careful coordination of planning, design, construction, and regulation of land use and development, by state and local agencies as appropriate, to protect the social and economic values provided by the State's scenic resources.

PLANNING AND DESIGN STANDARDS

261. The department shall, with the advice of the Scenic Highway Advisory Committee, establish and apply pertinent planning and design standards for development of official scenic highways.

In establishing and applying such standards for, and undertaking the development of, official scenic highways, the department shall take into consideration the concept of the "complete highway", which is a highway which incorporates not only safety, utility, and economy but also beauty. The department shall also take into consideration in establishing such standards that, in a "complete highway", pleasing appearance is a consideration in the planning and design process. In the development of official scenic highways, the department shall give special attention both to the impact of the highway on the landscape and to the highway's visual appearance. The standards for official scenic highways shall also require that local governmental agencies have taken such action as may be necessary to protect the scenic appearance of the scenic corridor, the ban of land generally adjacent to the highway right-of-way, including, but not limited to (1) regulation of land use and intensity (density) of development; (2) detailed land and site planning; (3) control of outdoor advertising; (4) careful attention to and control of earthmoving and landscaping; and (5) the design and appearance of structures and equipment.

DESIGNATION OF SCENIC HIGHWAYS

262. Whenever the department determines that the corridor protection program for any state highway in the state scenic highway system established by this article has been implemented by local governmental agencies and a plan and program has been developed by the department for bring such highway up to the standards for official scenic highways established by the department including the concept of the "complete highway", as described in Section 261, the department shall designate the highway as an official state scenic highway and shall so indicate the highway in any publications of the department or in any maps which are issued by the department to the public.

The department shall cause appropriate signs to be placed and maintained along the portions of the state scenic highway system which the department has designated as official state scenic highways that indicate that the highways are official state scenic highways.

If at any time the department, with the advice of the Scenic Highway Advisory Committee determines that the corridor protection program of local governmental agencies with respect to any highway which has been designated as an official state scenic highway no longer adequately carries out responsibility of the local governmental agencies for the protection of the scenic corridor, it may revoke the designation of the highway as an official state scenic highway and remove the signs which so indicate the highway.

THE SCENIC HIGHWAY SYSTEM

263. The state scenic highway system is hereby established and shall be composed of the highways specified in this article.

Footnotes